





perhaps, you will put up at the Gull's. "I may, or I may not," answered his companion. "Parson me the liberty of the question, sir, may I ask if you are a bachelor?" "No," "Oh, married," "No, no," "Sir, I beg your pardon, I may have unintentionally touched upon a painful subject; your black dress ought to have checked my inquiries; I beg your pardon, sir—a widower?" "No, no, no," "Neither a bachelor, nor married man, nor widower; in Heaven's name, sir, then, what can you be?" "A divorced man, and he died to you, since you must know," exclaimed the stranger, clapping spurs to his horse, and dashing off to sight in an instant.

**IRON STEAMBOAT.**—It is stated in the U. States Gazette, that a steamboat of sheet iron, intended as a passenger boat from Columbia, on the Susquehanna to Northumberland, is constructing at York, in Pennsylvania. The following account of the vessel, and the steam engine by which she is to be propelled, is given by a gentleman who has recently been on a visit to York:

The boat has sixty feet keel, nine feet beam, and is three feet high—she is composed entirely of sheet iron, riveted with iron rivets; and the ribs, which are one foot apart, are strips of sheet iron, which by their peculiar form, are supposed to possess three times the strength of the iron in the square of flat iron.

The whole weight of iron in the boat, when she shall be finished, will be 3600 lbs. That of the wood work, deck, cabin, &c., will be 2600 lbs.

Being, together, three tons.

The steam engine, the boiler included, will weigh 2 tons.

Making the whole weight of the boat and engine but five tons.

She will draw, when launched, but five inches; and every additional ton which may be put on board of her, will sink her one inch in the water.

The engine is upon the high pressure principle, calculated to bear six hundred pounds to the inch, and the engine will be worked with not more than one hundred pounds to the inch. It will have an eight horse power, and the boiler is formed so that the anti-rust coal will be exclusively used to produce steam. The boiler is so constructed, as that every part of the receptacle for the fire is surrounded by the water intended to be converted into steam; and thus the iron is preserved from injury by the excessive heat produced by the combustion of the coal. Its form is cylindrical, its length about six feet, and it will be placed upright in the boat, occupying with the whole engine, not more than ten by six feet.

The engine is nearly completed, and the boat in great forwardness, the whole cost of both which will be only three thousand dollars.

The ingenuity and enterprise of our citizens are thus every day exerting themselves to advantage, and adding to the wealth, resources, and power of the nation.

**Susquehanna Coal.**—It is not a little surprising (says the Baltimore American), that the characteristic enterprise and research of our countrymen have never been seriously directed to the unbounded mineral treasures which nature has concentrated on the banks of the Susquehanna, in the county of Luzerne, Pennsylvania. This circumstance, we presume, can only be accounted for from the fact that every few inches, seem to contain the most distant idea of the extent and value of the coal formations, the very small cost of excavating or mining, and the facilities with which it may be transported to market. Mr. Jacob Cist, of Wilkesbarre, a gentleman of great intelligence and research, has for a long time past devoted his attention to this subject, and has succeeded in bringing to light a fund of interesting information in relation to the nature and extent of the coal formations of that section of Pennsylvania. Mr. Cist has examined the whole valley of Wyoming at vast labor, and the result of his researches furnishes the following statement of the extent of its treasures, which it is evident only require capital and enterprise to render them of the utmost value to the community at large, as well as to the individuals who may engage in the undertaking of bringing them to our market.

The length of Wyoming Valley is 18 miles; width of coal, on an average, 3½ miles; which gives an area of 63 square miles of coal, or 325,148,899 square yards; each cubic yard of the strata, or mines, yields, exclusive of waste, one ton. The above area multiplied by 15 yards, the thickness of the several strata, gives 2,927,932,600 tons in the valley of Wyoming.

The Lackawanna section, joining the upper end of the valley, may be stated at 26 miles, averaging only 2½ of a mile wide. The section below the valley is 5 miles long by 1 mile wide.

The coal formation of Luzerne, may then be divided into 3 sections, each containing as follows:

The N. E. or that of the Lack-	
awanna Valley,	906,048,000 tons
Middle, or that of the Wy-	
oming Valley,	2,927,932,000
S. W. or lower section,	200,000,000

Amounting in Luzerne, to 3,433,980,000. In this estimate, great allowances have been made, enough for pillars, &c. &c.

The Birmingham coal, or formation of this strata, extends in a series of coal basins, from Bradford county, near the Susquehanna river, in a south westerly direction, through the centre of Pennsylvania, to its western extremity, a distance of 220 miles.

Extract of a letter from a gentleman on a tour through the State of New York, dated

Buffalo, Sept. 14, 1825.

The accommodations in the Canal boat disappointed my expectations. The face was excellent, but the beds wretched, and the preparations for making them up worse than all. No sooner is supper removed from the table than it is covered with mattresses, pillows, sheets, and coverlets, such a dust and confusion ensues, that all attempts to enjoy one's self, either by conversing or reading, are destroyed, and your situation becomes intolerable, almost to suffocation. If you attempt to escape by going outside, you are either crowded to death, or run the risk of having your neck broken by the numerous bridges across the canal, and which, unless they are raised, must forever render this mode of travelling dangerous and disagreeable; for the very moment you are about to enjoy a beautiful prospect, the cry of "take care of your head," is heard, and you must either forego the pleasure or be crushed to atoms. By making the boats longer, say 14 or 15 feet, and fitting up beds, as in the Steamboats, much of the inconvenience would be obviated; but unless the bridges are raised, there can be no safety or pleasure in canal conveyance to travellers. The locks, it is true, would require to be lengthened; but the expense attending this and altering the bridges, is of no consequence when the advantages consequent on these improvements are considered.

Much as I anticipated from reading, and hearing the accounts of travellers, the impressions left on my mind of the state of this quarter of the country, fell immeasurably short of those which I had received by contemplating it with my own eyes. It requires, in fact, to be seen to be correctly estimated; and I cannot but smile when I recollect the many sage remarks I have heard on the "state of the Wilderness," from the mouths of persons who are consider-

ed intelligent, and who, although they may not have had opportunities of judging themselves, were not without the means of knowing, that so far from this country being in a wild or natural state, it every where exhibits marks of civilization, and of the active hand of man. From Albany to Buffalo, where I now write this, I have seen nothing like a wilderness. On every hand cultivated fields met my eye; rich crops, well built houses, internally possessing every convenience, and occupied by persons whose appearance denoted contentment, presented themselves.

There are many charming spots in Europe, where similar benefits might be enjoyed; but they are so limited in extent, that they bear no comparison to this part of the State of New York, and even the advantages they enjoy may be attributed more to the high state of cultivation to which they are brought by artificial means, than to the goodness of the soil or other natural causes. Here, for about 330 miles, we have an almost uninterrupted tract of country, capable of the highest cultivation, and producing the most luxuriant crops of wheat, corn, barley, and other grain peculiar to this part of the United States, and not surpassed in any section; while fruit and vegetables are equally rich and abundant. The cattle, too, are not surpassed anywhere. The breed of horses excellent; bullocks, milch cows, hogs, sheep, &c. will bear a comparison with those raised in any other part of the world.

From a tabular statement in the Louisville Advertiser, we perceive that between January 1st and December 30th, 1824, that forty-two steam boats, carrying 7800 tons, made ninety-three trips to that place, making a total tonnage, amounting to 13,153 tons. During the year 1824, the number of boats was thirty-six, of which one hundred and twenty, amount of tonnage of the boats 6,395 tons, and of the aggregate tonnage 20,641 tons. So that although the number of boats had diminished, in that year, there was a considerable increase in the amount of tonnage. During the present year, from January 1st to August 15th, (little more than 7 months,) the return still more decidedly shows the increase of commercial intercourse; as we find the number of boats to be forty-two, of trips 140; the amount of the tonnage of the boats 7,484 tons; and the aggregate tonnage of the trips 23,162 tons. For New Orleans, &c. in steam boats, during the present year, is estimated at 27 or 28,000 tons. Boats descending from the Falls, above which there are about twelve boats plying, measuring together from 15 to 1800 tons, are always heavily laden, many of them carrying a number of tons more than their measurement.

#### EUROPEAN AFFAIRS.

From the English papers, received by our correspondent, Mr. Snowden, of the National Advocate, N. Y.

It is stated that Lord Cochrane has made arrangements to assist the Greeks. Two steam boats have been got ready in London for the expedition and several other vessels are in preparation. It is also said that Sir Robert Wilson will soon follow with an army of 4000 men, composed of natives of all countries who are willing to embark in such a cause. Sir Francis Bickert has taken a very active hand in this affair, and the final arrangement of the armament was made at his house on the 16th of August last.

The Intelligencer of Bordeaux says, that intelligence has been brought by a fishing smack six days from Corunna, that the press continues in the province of Galicia to obtain soldiers for the Mexican expedition. All unmarried men, between 18 and 40 years of age, are taken from their families and business, and forcibly put on board a ship, or in houses of confinement, to await the transports daily expected from Cadiz. Other expeditions, it is said, will follow this, so as to carry 20,000 men. A Gibraltar paper of the 15th of July, states that the trial of the individuals concerned in the criminal attempts of the 30th of April, and following days, of last year, in Lisbon, had been concluded, and that the king had pardoned all those who acted subordinate parts, the leaders and principals only being condemned to banishment from the kingdom. Among several names mentioned, is that of the Marquis of Abrantes, and Dr. Aranjó, principal physician of the army.

The number of dwellings consumed in the late conflagration at the town of Salins in France, is not less than three hundred and twenty-seven. Property was destroyed to the amount of more than seven millions of francs.

A number of the friends of Gen. La Fayette have subscribed for the purpose of offering a gold medal of the value of 1000 francs for the best piece of verse upon the voyage of that hero to America, his stay there, and his return home.

A son of the great London banker, Alexander Baring, has purchased an immense estate in Mexico, for nearly a million of dollars.

The King of France has subscribed the sum of \$480 towards the erection, at Venice, of a monument to the memory of Canova, the celebrated sculptor.

A pitched combat was fought at Hamden, Common, England, the 26th July, between a drover and a sawyer, which lasted forty minutes, when one of them was knocked down and expired in two hours after.

The men employed by the Royal Irish Militia Company at the lead-works near Killybeg, have turned out—not upon the score of wages, but of privilege. They say, that they consider themselves not labourers but mineral rights; and that they should not be required to work the same number of hours which labouring men do.

Sanguinary and bloody contests often occur among the hostile tribes of Africa, waged frequently from no other motive than to make captives, which the victorious party sell to the slave traders on the coast. We find it stated in the Sierra Leone Gazette of the 25th June, that an engagement had taken place between a considerable force of the Sherbro Bullons and a strong party of Kussos, who had entrenched themselves on an island on the Decong River, called Peypura, near a small town of the same name. It appears that the Sherbro Chiefs, with the Cauleks at their head, have been a long time mustering their forces for this attack, while the Kussos have latterly contented themselves in fortifying their post at Peypura, with the determination of making a stand there during the rainy season. The Bullons, who were sanguine of success, were repulsed with great slaughter, having failed in their attempts to break through the barrier while the inhabitants of a town in their rear, upon whom they depended for succour, turned against them, and cut off a great number of their party. Some hundreds of lives have been lost, and a large supply of victims for the slave market have thus been obtained. The former is the natural consequence of such a sanguinary warfare, but the latter is the primary cause and grand stimulus to those avocations and designing Chiefs, who by their immediate intercourse with Europeans, and war for the sake of the vile gain which accrues to them; while the inhabitants of the whole country, together with its legitimate commerce, are involved in one common ruin.

Calcutta papers to the 20th of April have been received in this city, which give an account of the capture of Arracan by Brig Gen. Morrison. The excellent position of the enemy

(the Burmese), on a peninsula, whose steep banks were covered with sharp stakes, required great and spirited preparations and energy to carry it. The attack was made at night, and the enemy's stockade carried without a man being killed. The Burmese troops amounted to 10,000 under Atown Mungza, and were so nearly annihilated that scarcely 1,000 will ever reach Ava.

Russin was taken on the 4th of March, the Burmese driving away the population themselves, and retiring after setting fire to the town.

A petition to the British House of Peers has been presented by Dr. Maclean, against the quarantine laws, which appears to state facts perfectly conclusive in refutation of the hypothesis that epidemic diseases depend on specific contagion. Amongst other judicious remarks, he makes the following—he states that in the plague of Constantinople in 1815, the free intercourse between the healthy and the sick proved that the disease was not communicable by the contact of the two parties. Turkey, previous to the imposition of quarantine laws, proved the same fact—and that in the 104 years commerce, in which quarantine has existed, the same fact is proved—making in the whole 244 years in which no disease has been communicated in England by importation. He states that the laws of contagion and of epidemics are not only dissimilar, but absolutely opposite—contagion being limited to the atmosphere, and epidemics to the soil. That supposing contagion to exist, that in the 20,000 vessels arriving in British ports in the first of the above named periods, and in the 30,000 that must have arrived in the last, no communities could have survived such ordeals; that he is convinced that amongst the crews and passengers of fifty thousand vessels in 244 years, and amongst the expurgators of goods in thirty thousand vessels in 104 years, the entire absence of sickness furnishes abundant proof that epidemics are not contagious diseases. He maintains that the laws imposing quarantine, are of much the same character as those against witchcraft, and are in times of sickness and pestilence productive of incalculable misery—restricting social intercourse, and destructive to all commerce, navigation and manufactures.

#### Extinction of the Piratical System.

The National Journal of the 20th inst. contains a sketch of the cruises of the U. S. S. Albatross, under the command of the U. S. S. Albatross, in the West India sea for the suppression of piracy. The United States brig of war Spark, having received orders from Com. Warrington, cruised three months on the south side of Cuba, made diligent search after pirates, and found none—examined the island and all the adjacent keys—proceeded to St. Jago, de Cuba, anchored there, and sent the boats along the whole coast from Cape Cruz to Trinidad. The ship John Adams examined the whole of the Cuba coast from Porto de Matel to Porto de Cavanana, and from Bahia Honda to Cape de Sable; sailed to the river Palma and the whole coast to Point Veacos, and examined the keys between the Matanzas and St. de la Remedios, but met with nothing suspicious. Lt. Com. Sloat, in the Grampus, captured the piratical vessel commanded by Coffrecois, who, as our readers have already been informed, some months since, swam on shore, and was afterwards taken, and with ten of his crew, put to death by the authorities of Porto Rico. The Grampus was afterwards ordered to cruise between Cape Antonio and the Isle of Pines; she accordingly explored the coast, and every part of the coast where there was a probability of finding a pirate, but without falling in with a suspicious object. After performing this duty in the most vigilant and active manner, the Grampus anchored at Matanzas late in the month of July. The Terrier examined the Double Headed Shoal Keys, re-examined them, as well as the coast, heard of nothing but one Colombian privateer—visited the Bahia de Cadiz and all the fishing establishments and keys between that place and Matanzas; examined the rivers La Bague, the Guano, the De la Colombia, and the De la Diego, all large rivers, with very narrow and hidden mouths. Near the first of these rivers were discovered the wreck of a vessel which had been burnt, and 8 or 10 skeletons on the beach, and also one suspended from the limb of a tree, directly at the entrance of the river, with the words "Animal pinse tano" carved on a board over the skull. This was the skull of a pirate, killed and suspended by the crew of some English boats months before. On the 12th of January, Captain Kennedy met the ship Banks, in the gulf and quarter boat examined the rivers La Bague, the Guano, the De la Colombia, and the De la Diego, all large rivers, with very narrow and hidden mouths. 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